Legal Notices.

IN PURSUANCE of an order of Jease C. Smith, Esq. PURSUANCE, OF BIT OF SECTION OF SECTION ACCORDS IN COMMENT OF SECTION ACCORDS OF SECTION ACCORDS OF SECTION ACCORDS. Sale of line at process, the large classes according to excitate the same of the first participation of the excitate the same of the first participation of the excitation of the same of the first participation of the excitation of the same of the first participation of the same of the LIGHT A WOODBAS LAND OF THE STATE OF THE STA

ED. a FISLAY, R. D., Raccolor PURSUANCE of an order of the Surrogate of the County of New York, rotice in hereby given to all persons having as against RUSSFLL DAY HALL, late of the City of New York, seed to present the same with vontenes thereof vite subscribe the effice of Indicator & Lame, Attorneys, So and the City of New York, or as before the terms, bound day of November to New York on or before the terms of May, 1939.

Le-Daned, New York, the resuredness of May, 1939.

See Tawkinsk

IT IS HEREBY ORDERED-That all the Creditors

CUPREME COURT, City and County of New-York.

Decolorwing Association in the Country of the Count

New-York Daily Cribune.

NEW-YORK LEGISLATURE.

List of Acts passed during the Extra Session of the Legislature.

Legislature.
[CONCLUBED]

602. To authorise the Trustees of the village of Canandaigus to borrow the amount of money directed to be raised for taxation, and to provide for a conting our time.

603. To restrict and regulate the power of Municipal Corporations to berrow money, continue decists and one their credit.

604. To authorize the raise or abandonment of any plank road in the Countries of Cliaton and Essex.

605. To amount of the state of a borrow money and to tax the town of Sterilag in the Country of Cayana, to borrow money and to tax the town for the payment of the same passed July 25, 1831.

606. To amount the Charter of the Signifus Grean Main and Inland Company.

Company.

407. And belong the Controller to lean money to the towns of Wa
407. And belong the Controller to lean money to the towns of Wa
408. In relation to the confinement of parentle offenders under sen
tence of the counts of the Control state, deep in the Country of Mont
409. In relation to the highways and tunings in the Country of Mont-

genie's

#80. In relation to the office of the Register of Deeds of the City and
Cum y of New-York

full, Ta authorize the B and of Supervisors of the County of Oxfario County of New York.

611. To authorize the Board of Supervisors of the County of Ontario to sell the County fourse of the send County, and to excel a user Court. Heure, also, to compounts and settle claims against certain railroad.

corporations.

512 To exceed the boundaries and to change the name of the village of Arcade to that of Newark.

615. Making a preparations for the several State Prisms.

514. To authorize a non-to-the County of Oriona, for the purpose of belong bridges across that Orionath or the County of Oriona, for the purpose of belong bridges across that Orionath Oriona, in the town of Carton, in

bill. To different a fact of the Crobard Crock, in the town of Cartion, in the Country of Crisco.

18. To provide for the express of Government.

18. To provide for the express of Government.

18. To provide for the express of Government.

18. To alter the tasp of the Chief New Nork, by laying out thereex a public plants to the first the taking of the same.

18. It is that to the first the taking of the same.

18. It is relation to the purchasing and taying out of central hand for a

18. It is that to the purchasing and taying out of central hand for a

18. The first the Shitchesian Ward of the Chief Ones York, and the
provers and distinct the Mayor, Aldermen and Commonally in relation that the

Form part of the Mayor, Asserting processing the Covern-party and dulies of the Mayor, Asserting the Support the Covern-tion the provide means to pay Sinte debts and to support the Covern-dity We provide means to pay Sinte debts and to support the Covern-dity Support of the County County County County (1988) and for other purposes.

Manifest the named star commensure Oct. 1, 1838, and for other purposes.

6.6. For the reside of Harry Falce.

6.1. To: brase the interest of the people of this State in certain less assumed by section on the death of James Sequence, let of the City of New York is Hillmelt Section and Columns Sequence.

6.2. To surface the Fandauit Plant Hossi Company to concert toils in certain.

1000. Treatments for the order P. Buck.
100. To change the name of Oliver P. Buck.
100. To change the same of Viver P. Buck.
100. To change the vidace of Yorkers.
100. To change beaver fiver a public incareary and regulating the passage of hims and timber down the sense.
100. To uncond the charter of the Negara International Bridge County.

Party.

To provide for the construction of a bridge across Temperanda Creek in the town of Batavas, County of Generals.

Gas. To require the Count Appeales to examine and report upon the chains of Batavas, County of Generals.

Gas the require the Count Appeales to examine and report upon the chains of Batavas Change & Hall, and officer chaining standard country of Batavas for the division of the water of the General River.

GR. To amend at the Transce of the New York Central Codlege to tell of the Hall and a Sparie of Line real scale.

650. To amend at the passed April 4 1833 and the anshorter the Trusces or the New-York Central College to orthogon or a part of their real senate o amend at well present Arcil 4, 1888, entitled "Am Art to see entailed the payment of many by the Compared College or entailed the payment of many by the Compared College

the state of the parent of mines by the Cantre of Calmilla to the Storten Criphan Robet Asylum, passed April 18, 1811.

61. To ance of the set to interpret the Crip of Ballale, passed April 18, 1812.

62. To interpret the Allama and Frank Robet Calmilla, passed April 18, 1812.

63. To interpret the Allama and Frank Robet Calmilla, deceased.

63. For the result of the least the of Mon Ordin, deceased.

63. To antherica and town in 12 Committee of Wroning and Caltaraman to storting the robet of Advance of Asilum, and Allaguary Valley Balland, and to have Bonds of said fown to said Company to payment for the sains.

for the same.

GR Appropriating moveys to the Sand Fand to be applied to the GR Appropriating moveys to the Sand Fand to be straight to the GR Canal Propries of the Canal Propries of the Sand Research of the Sand Research Canal Propries of the Sand Research Canal Propries of the Sand Research Canal Research to the Edition and Sandhport String Company, incorporated by an act of the Legislature, April 18, 1200.

GR. 7 these parallelies Auburn Fernale Santitury, presed Junuary 2, 1850.

In relation to Surregates' Courts, held in the County by Judges there also a

and other others.

68. To repeal sections 9, 11, 13, 14 and parts of section 10 and section 15 dutied by part s, chapter 13, of M. S., section requisitions conserming the section cuts of takes on injuryorated Companies and the conservation of takes on injuryorated Companies.

the energy cut of the region of the state thereof. If the people of the State to certain lands and property in Names Co., to Mary Large and Ann Herwis and to enable these to byld the sums.

42. To encode as not to provide the the independent of companies to constrain Floric Rocks and expenses to constrain Floric Rocks and expenses to constrain Floric Rocks and expenses to constrain Floric Rocks, and the act an expense to constrain Floric Rocks, passed May 7, 1647, and the acts account of thereod.

of intery thereof.
To confern the date of John Rambins to a certain piece of band.
Appropriating moneys to the majorent of canal delice and for 657. Yez the protection of blish in continues

648. To amend an act entitled "An act ambiorizing a permanent plan to be made for the location of streets, reads and avenues in the Tawa of Bushwish, Kings Co.," passed April 14, 1852.

648 Authorizing the Commiscocart of High vays of the Town of Warsew, in the Caunty of Wyoning, to countrast a drain from the Buffalo Road to Allen's Creek.

650. To confirm the titles of Coronione Vanderhilt to certain lands under water in the County of Richmond, and make certain lands under water in the County of Richmond, and make certain lands patient valid.

651. To sutherize the Grocer's Steam Sugar Refining Company to berrow mode?

652. To amend the charter of the New-York Central Invariance Company of Cherry Valley, Otargo Co.

653. To amend the set for the protection of Emigrant Passengers arriving at New-York, passing April 13, 1853.

1654. To establish an Orphan Asylum in the City of Auburn under the following title: "Auburn Orphan Asylum of the Holy Family."

LETTERS FROM THE PEOPLE

AN ELEVATED RAILWAY FOR BROADWAY

AN ELEVATED RAILWAY FOR BROADWAY.

To the Editor of The N Y. Tribune.

Sig: In noticing Mr. John B. Wickersham's description of a plan for an Elevated Railroad for Broadway, in your paper of the 11th June, which he claims as his own invention, you say, "It appears to us, better than any of "the schemes previously put forward," and add, "we have "heard of no scheme, for the relief of Broadway, which "so decidedly commends itself to consideration." In your paper of the 21st June, you publish another, or second plan for an Elevated Railway in Broadway, by Mr. E. G. Otis: and in relation to it, you say, "It is in "many respects, like that of Mr. Wickersham, though in "some particulars, it seems to be an improvement on that plan;" and your paper of the 28th June, a third person. Mr. J. R. Orton, claims to have also invented a plan for an Eccand letter from Mr. Wickersham, and on the 4th and 5th July, you publish a second letter from Mr. Wickersham, and on the 4th and 5th July, you publish where he was also invented a plan for an Eccand to the stores below, by his roof of corrugated questions of interests, and the storest plane is two deciders, in which he attempts to meet objections made to the darkness coursed to the stores below, by his roof of corrugated questions, and the same day, you publish a second to the stores below, by his roof of corrugated questions, and the stores of the flag stores to be pleased upon it would not be flag stores to be pleased upon it would have noticed these letters and plans of those gentlemen at an earlier day, but have been waiting to see whether there would not be some more claimants to those gentlemen at an earlier day, but have been waiting to see whether there would not be some more claimants to those gentlemen at an earlier day, but have been waiting to see whether there would not be some more claimants to those shall promise to make the published when an ince, and of their commissions of the sease and income of the railway and appendages. Acc., and the other being the report o

American Institute, held at Cashe Garden in October, 1842, at which time, and previous, and subsequently thereto, probably more than a quarter of million of per-cons must have seen them; in addition to which, their publicity was further extended by the distribution of more than one then and pampillets and drawings descriptive of those im-

At the time of this exhibition at Castle Garden. I called upon yourself at your effice, and presented you with two of the het re-mentioned painphiets and drawings loopies of which are again terr-with presented to you) and requested of you the kindness, when you visited the Fair, to exame those models and their appendages; one of which, called the working model, being then to operation at that place, with the peak uper ox, or through law, the tender car, or way line. The sofic elevator, to take passengers to and from the landing at the cars, without walking upstairs, &e all moving with regularity, in their respective places. You complied with any r quest and saw this model in operation, and you also gave a favorable notice of it in your paper.

The model described in the accompanying pumphlets, as Plan No. 3, being the working model, and at that time in operation, was the only one, that was generally noticed by visitors; are although the two other models of Plan No. 1 and No. 2, were exhibited at the same time, at the east end of the working model, yet, as there was no machinery attached to them, they were noticed by comparatively few persons,—and from your remarks, above mentioned, in relation to the plan clouded by Mr. Wickersham as his own, it now seems, that those models must have except your notice also; otherwise, you would, I think have remembered, that the plan of Mr. Wickersham as well as the plans of Mesers One and Orton, were copies of some one of those models of mine, with room additions of mine for the promenades.

It is known to many of our citizens, that I commenced planning my proposed improvements for the reinf of Demonstrates as the summer of 1245, (although I had,

It is known to many of our citizens, that the relation planning my proposed improvements for the relation Broadway, as early as the summer of 1945, (although I had, as chief engineer, made both ground and elevated railroads, as early as 1859 and 1856, at which time, 1945,) Broadway was already considered almost impassable, although in 1846, there were only 221 omalbases licensed for that street.

portact parts of the improvements has caused by Achersham, Oits and Orton.

This position of mine was referred to a Special Committee of the Board of Aldermen, consisting of James C. Stouesil. Partiel D. Briggs, and Thomas D. Tarpan, Eags., who made a favorable report thereon, that it will be seen by reference to it, that they directed to the use of horzes or recommenced presenting along the road.) which report, was unaximously adopted, by both Boards of Adermen, and approved of by His Honor the Mayor, on the 31st of March, 1ste. Being thus encouraged by the city authorities, I immediately commenced making models of my improvements and as the work progressed, both foreseen and unforescentificalities presented themselves to retard their successful construction; and those difficulties (which were neither few nor small) were not entirely overcame until after the large and as the work presented themselves to retard their successful construction; and those difficanties (which were notined few nor small) were not entirely overcame until after the large amount of time and money before mentioned, had been expended, in planning, constructing and experimenting upon those improvements, and in making the needful alterations and additions thereto. By means of one of those improvements, I am enabled to arrest the speed of a train of ears, and bring cars, engine and tender to a state of rest, at any point on a tairond selected for that purpose, such as near of any bridges, cross rail reads, precipiets, and other places of danger, without the sid of the sugmeet or conductor, and with as much certainty and safety as could be done by them. Such an appendage to the New Haven and to the Wilmington cars, would have prevented the recent disasters at the Norwalk Kiteer dans bridge, and at the draw bridge over the Brandys inc Cross.

As soon as those models were completed in Philadelphia, I crought them to this city, and after having exhibited them reveral months in Broadway, (as before mentioner) I applied to the Mechanics Institute of this city, for a Special Committee to Camme and report upon their ments, when the following Gendemen of talent and experience, were appointed, viz. William B. North, George F. Nesbit, William R. North, George F. Nesbit, William Newell and William Bodge, Esque, One of the accompanying pamphlets, contains the report of that Committee in the force of that Committee in the force of that Committee is a threat of the accompanying pamphlets, contains the report of that Committee in the force of approved, from the President of that Institution (Prof. James J. Mages) and from the President of that Institution (Prof. James J. Mages) and from the

ell and William Dodge, Esqus. One of the accompanying pumphies, contains the report of that Committee to its force; it also contains, letters of expressed, from the President of that Institution (Prof. J. ames.). Mapes.) and from the chebrated machinests James P. Alliare, and Castles W. Copelane, Esq. Units States Engineer at the Navy Yard, Streeklyb 18th also from Cornelius V. Anderson, Esq., the Chief Engineer of the Fire Department in this city.—If of which show, that is the optain of three celebrated and experienced sentlemen, those plans of mine were not never by famerial, as presented by Mr. Wi kersham in his first letter but on the contrary "secre engrative of real to "proceeding," which he assess to deny—they will also in their send letter, in which, incominationing he had, at that very line, in his passession, copins of the before manifolds the licerty of suggest, "aithough Mr. Randel has had at that very line, in his passession, copins of the before manifolds the licerty of suggest," "aithough Mr. Randel has had it (the Elevated Rairond for Broadway) in contemplation for many years the very point which english the knowledge of the very color notice that it could be done, coress if for some one circus shows and demonstrate how it could be done.

It is to be regretted that Mr. Wickersham did not mature

show and demonstrate how it could be done. In it to be regretted that Mr. Wickersham did not entire his plan for this improvement before he published it, and thereby saved the accessity of "none one can showing and "demonstrating" that his plan is impracticable in Broadway—that it would create such a nationale as he cannot reasonably expect the citizens will sobinit to, such as the color and John from nore than three thousand harms required to move the Elevated Raincad Cars, and which must be discussed in the level of the account story parior windows. to move the heavited felloway Care and win in must be clavated to the level of the second story parlor windows, and fashionable slevated promenades; as well as the states and platform required to lead those houses to and from the chartest desires, which must be provided, at short distances

NEW-YORK DAILY TRIBUNE

over the 87 miles in circuit, from South Ferry to Crystal Palace and refurning, carry as many passengers as can be accommedated by the 500 omnibuses themsed for Broadway—much less could be accommedate the future in reased the Broadway travel—whereas if he had copied all my improvements (mong which separate ands to cack car wheel and retaining pulleys to each car, to enable it to pass around correct of the smallest radii with the greatest speed, and without the probability of accident) he could have carred daif a million of passengers cack way and one militon both says, in a single day—the motive power being cadless ropes, actuated by stationary steam engines, which may be in another street, and out of the sight and heaving of passengers; and all this can be done without the possibility of accident and at from one to two carts a ride by communication, and would form one to two carts a ride by communication, and would obtain a greater amount of profit of the street, with pillars or pillasters of iron opposite thereto, against the buildings: these columns and pillars supported the transverse beams of iron, upon which was laid the second stery proposende, and also the face tracks of rails: one of these tracks (the outside one, everarching the carriage way, and from 12 to 14 feet above it,) was for the though, or man form of passenger cars, which did not step to take in or let out passengers, as the time that would be required for this purpose would annihilate the principal benefits of the proposed railway, by reducing a regular speed of six miles an hour to only three miles; this is therefore done by means of the our on the other or inside track, called the landing, and this main or through car without arresting its regular trips. This interchange of passengers to and from the landing, and this main or through car without arresting its regular trips. This interchange of passengers to an elitous the landing, and this main or through car without politing while the tender, is orth indeed in the

and at their upper and lower ends.

I will close this paper, after first stating that the

I am, however, now having a new model made, (except, the working parts,) on the plan deemed by me the most oil gible of all my plane for this Elevated Rashway, &c., for the purpose of exhibiting it in the Crystal Panace, which will enable all persons interested to examine it in all its parts, preparatory to my making any further movement toward having it adopted, which I purpose doing at an early day.

Gentlemen who may be desirous of obtaining further information in relation to this Elevated Rashway and appendings; invented by the subscriber, are respectfully invited to callupon him at the Mechanic's Institute, No. I Bowery, where he may generally be found, between the hours of band 10 of each A. M. Very respectfully,

John Rashett, Jin, Civil Engineer.

New York, July 12, 1855.

THE CITY POST-OFFICE-WHAT IS IT FOR

To the Editor of the N. Y. Tribone. Siz: I feel so indiguant at our postal arranger Sig.: I feel so indiguant at our postal arrangements that I hardly know in what language to express myself. As you are now earnestly laboring for a reform of this ourrageous and snaigait Government arrangement for transmitting the letters of the people, allow me to briefly state my miseries. Having a child—an only child—under care of a physician for three or four weeks, he recommended, as a last resort, that the child must have fresh mountain air or die. On Monday, July 11, my wife, child and servant were dispatched to New Milford, Conn., four and a half hours by railroad from this City. On Wednesday morning, July 13, my wife wrote to me that the medicine, previously prescribed by our physician, had not produced the desired and promised result, anxiously asking what should be done. This letter, which was equally anxiously expected on Wednesday evening, did not reach me till Foday evening. I immediately ascertained what must be done, sat down and wrote to my wife, and next morning, at 64 o clock, was at the Pest Office. But lo! I could not get m—the gytes were all chained and locked. I waites till 7 o clock, when I was tole that the gates were not to be opened units, and I immediately set about getting in, somehow: I bolted Their number have since increased to 560.

In the following winter (13th February, 1846) I petitioned the Honorable the Corporation, as before m-minored, for permission to construct and use, my improvements in Broadway. That petition will show, that even at that early day, and before I began making my models and other improvements, and had only made the drawings of my plans therefor.—I had anticipated and clumed, all the important parts of the improvements are characted by Messes. Winkersham, Otts and Orton.

This petition of mine was referred to a Special Computer. I immediately set about getting in, somehow? I belted into the newspaper delivery department, begging that some one would have the letter mailed. Do you think I got it done! Instead of that, I got curses, for my point, or for leng such a ford set to intrace an the "wrong box." I then, by secondent, got around on the Liberty at side of the Post Office up the stairs—and into the Office at last—71 o'clock, Here I was into med that the mail for N-w Milded had just gone, at 7 o'clock. "When, 'earld I, 'will this letter reach its destination!" "The mail does not go again till Monday morning!" And sure eneugh, on Thursday morning, July wil. I received a second letter of Friday night on Monday evening, making sta dogs inter al since she not itest written me, before she obtained my answer! Is this not enough to extinguish every particle of patience, and excite our just and proper. Proper New York, July 2, 1980.

The writer of the above gives his name and number in this City, and personally assures us that every word of this statement is true. We repeat the questionwhat is the Post Office for ! It was thought by som-, that in our article, in which we pictured the distress of the parents over their dead boy, we had colored it too high. What think they now of this almost exact counterpart, actually occurring within a few days past in this City. De they want any more evidence of the old fogyism of the whole Post-Office Department. Here is a man suffering the agony of a father, whose absent child is dying, bolted, barred and chained out of the Post Office, until the mail is made up and sent away, which be was so naturally anxious should take his letter. Can anything be more annoying, insulting and useless to those who need mail facilities, than such a Post-Office ! Will anybody on earth tell this suffering community why the Post Office is ever closed, and most particularly why it is kept bolted against all outsiders until 7 or e o'cleek in the morning? Can anybody tell a community that will not patiently suffer much longer, whether there is any hope of reform, and if there is, whether it will benedt this generation or the next?

THE LAW OF ROTARY MOTION.

Sin: When any body of matter is moved in a circle or cllipse, the outside moves through a greater space in ma-king a revolution than the inside, consequently the out-side moves faster than the inside; therefore, according To the Edster of the N. Y. Tribune to a well known law of mechanics, the momentum of the outside is greater than the momentum of the inside, and when the body is freely suspended, the greater momen-tum of the outside has a tendency to cause the body to

I have tried the experiment of giving a circular of elliptical motion to a freely suspended body in a variety of ways, and found the theory to hold true in every inof ways, and found the theory to hold true in every instance; I have suspended it on a line steel point, and on
giving it a steady circular motion by machinery it revolwed on its axis; but the simplest experiment is by means
of Water. Take a small tin pail three quarters tilled with
it, suspend this by an anneaded wire of some few feet in
length. On giving the pail any circular or elliptical, the
water will be observed to rotate as soon as the movement
becomes a little steady.

The essential conditions of these experiments apply to
the adverte and to holder moving the adverte and

The essential conditions of these experiments apply to the planets and to bodies moving through the air of our globe, and as in the experiments stated, the airal revolu-tion is undoubtedly a mere mechanical fact I presume it is report along Broodway. In receive the size, the close, the close to the freezing Broodway. In receive the close to the close the close to the freezing Broodway. In receive the close to the close to the freezing the close to th

CRUELTY TO SLAVES.

CRUELTY TO SLAVES.

To the Editor of The N. Y. Tridens.

Sin: Having seen an article, a few days ago, that was going the rounds in some of the daily papers, denying the truth of an advertisement wherein Slaves were outlawed in North Carolina. I wish to reply to it through your columns. I was born in that good old State, and less than 20 years since I left it, and it is not that length of time since I witnessed there a sight which I can never forget. It was a slave that been a runaway from his master twelvemenths. After that time a white man is justified in shooting a clave, as he is considered an outlaw. This slave man was brought to the whart, placed in a small boat, by two white men, early in the menning with his tool severed from his body, and remained there in an Adayst cun until neon, before an inquest was held. Then he was furied, and not a word of murder or of arrest was heard. He was an eyr and a runaway slave, and it was all right. It mattered not who murdered him—if he was a white man he was sure of the reward, and the name of being a brave follow, truly. The writer of that article has said, the people of North Carolin a have hearts and souls like our own. Strely, many of them have. The poor slave, however, who had his brad as vered from his body was owned by a merchant in New York.

ONE OF OUR FOLKS.

ONE OF OUR FOLKS.

ONE OF OUR FOLKS.

COVINGTON, Sy. Tuesday, July 18, 1853.

Business Correspondence of The N.Y. Triburs.

I herewith transmit a check to your order for \$101, and the following list of names for The Tribune.

P. S.—(July 20)—Since writing the above, I concluded to retain the list another day, by which I have nearly doubled it. I have, in no case, charged the subscriber more than the club price, and pay the premium on the Eastern check (75 cents) myself. I make an exceedingly heavy draft on my modesty, when I suggest that if you see fit to send a copy of The Daily instead of The Semi-Weekly to my address, it will be received as a particular favor.

a particular favor.

If you can endure being further bored, I will state that

If you can endure being further bored time to obtain it has taken, comparatively, but few hours time to obtain the present list of 100 subscribers, and that generally they feel themselves obliged in having the opportunity presented of obtaining the paper at the club price. I shall probably send additional names. Yours, truly, C. CARPESTER.

[We have many valued and worthy friends, to whom we are deeply greatful; but Mr. Carpenter ranks among the most successful of those equally deserving. [Ed.

THE TRIBUNE IN WISCONSIN. The fellowing is an extract from a business letter re-

The following is an extract from a business letter received at The Tribune Office.

DOOR CREEK, (Wiccosin) July 14, 1832.

Your Tribune is geterally well liked in Wisconsin: as
for myself, walle differing with The Tribune at times, in
regard to its mode of action, yet I do believe that it is
thoroughly imbued with Christian principles and a love
for the cause of humanity, and is acting out its own conviction of duty in the work in which it is engaged. I am
a Free Democrat, and would rejoice to act in concert
with The Tribune. I do love and admire the paper, and
I nould that more of our journals were like unto it—
devoted to the cause of Freedom, Temperance and Virtue. Then, indeed, would our land be a happy one.

Yours, &c., Therm.

THE FIREMEN.

CELEBRATION AND TRIAL OF ENGINES. Great Trial of Skill at New-Haven.

Among the many events well worthy of record, the late trial for superiority between the New England and New York Fire Companies, at New Haven, is a notable one. At this contest, which came off on Friday last, there were some 3s Fire Companies present, numbering about 3,000. men. The celebration drew nearly 15,000 visitors to the little City of New Haven. We dispatched a special reporter to the scene, but owing to the failure of the New-Haven 91 P M train on Friday might, we were unable to give his report in our morning edition of Saturday. As he proceeded to New Haven with the New York Companies, Muteal Hook and Ladder No. 1, Southwark Engine Co. No. 26, and New York Hose Co. No. 5, his report com-

menose with their
DEPARTURE PROS NEW YORK.
At 11 o'clock on Thursday afternoon the whole of the At 11 o clock on Thursday afternoon the whole of the members of the invited Companies from this City being on beard the steambest Macachusetts, the word was given the rope ost off and the party were on their way for New Haven, to participate in the grand Freemen's Cete bration and Trail of Skill to take place there on the morrow. On passing the Navy Yard as ante was fired from the North Carolina; the Finemen thought they would be equally polite, and so the band struck up "Haif Columbia."

The helicity of the passing the property of the passing the pass

the North Carolina; the Fuenest thought may would be equally polite, and so the band struck up. Hait Columbia.

The holiday seekers were much pleased with the notice taken of the aby the ladies, who, as they passed the various residences that line the banks of the East River, waved their handkerchels and cheered right royally. The boys were equally points, and the bands replied to the salutes with choice music.

After a white the party found their specifies rather sharpened by the bracing air, and they accordingly became quite claimerous for their diener, which is a short time, was duly served up and dispatched with extraordinary rapidity; and I doubt not had another been set be fore them but little would have remained. After diener the time was spent in literage to excellent airs from Bloomfeld's, Adams's and Wallis's Bands, interspersed with laugh and song and loke, till the sun began to crimson the west, when the roots and steeples of New Haven bore in sight. The trip on the water was a very pleasant one, and the absence of a scorching sun added not a little to the comfort and enjoyment of the occasion.

Askival in New Haves.

On arriving at the steamboat pieragin New Haven, after some intile difficulty in getting up to the whart, the companies debarked, and were received at the Pavillou Hotel by Engine Company No. 4, of New Haven, and by them conducted through the city, together with several other companies who had just striven by cars and steamboat.

conducted through the city, together with several other companies who had just strived by cars and size amboats.

A large number of persons arrived Phrasday evening, in car and steambeat, bent on seeing the four of the morrow. Among the arrivals were the steamer Canonicus, who reached the wharf at 5 octors, having on board Gaspee (Co. No. 3 of Previdence, Kenyon, foreman, numbering 53 men, and Rhode Island Co. No. 1, of Pawincart, Spencer, toreman, numbering about 15 men, with a splendid band of numer. They were received by the members of Croton (Co. No. 1, Parnham, foreman, and escorted into the city from the steamboat landing.

The steamor Traveiler also brought about three hundred visitors, Grawn thither by the coremonies of to day.

Nugara Company of Springfield arrived in the last evening train, and were escorted to their quarters.

The city presented a most lively appearance on Thurs day evening. Bands of music were playing in all parts of the tows, and large crowds of people were convened at different sections, who kept up a continual stir and bustle, which was not at all lessened up to 11 o clock.

Among the features of the evening were the windows of a house in Chapel at, which were brilliantly lighted. A large transparency, representing a galant fireman rescuing a child from the devouring element decorated one window while in the other he was shown to present the child safe to its parents. Upon the hist of the heroid deliverer was imprinted the figures "35, a compliment to Somitwark Engine No. 35 of New York. The Southwark Company achnowledged the compliment by three hearty cheers.

Southwark Engine No. 35 of New York. The Southwark Company acknowledged the compliment by three hearty cheers.

After rather a long march through the city, the New Yorkers were permitted to pursue their own way, which they did in a very creditable manner, spreading themselves over the city in various directions, in search of anneement. After satisfying themselves, they returned on beard the steamboat in twos and threes, and by 1 o'clock the boat was as quiet as could be desired.

At an early hour the New Yorkers were aroused by the revelle, and springing from their berths, were soon busy with their apparatus. A party of us thook a carriage, and had a quiet drive around the City, and at 5 o'clock the New Haven felk were up and burnished resay for the outes and pleasures of the day. We were exceedingly charmed win the beauty of the streets of New-Haven; the glerious trees with their shadowy follage, formed a striking contrast to the dusty baldness of the streets of New-York were but so, graced. Every new street opened here is immediately attentive to these fine elims, for which the beautiful street aroades are a noble return. Many were the wishes expressed by our party that New York were but so, graced. Every new street opened here is immediately planted with trees, net planted, and left to shift for the matter of its citizens! Among the many localities of interest pointed out to as were the old City Cemeral to the wants of its citizens! Among the many localities of interest pointed out to as were the old City Cemeral to the wants of its citizens! Among the many localities of interest pointed out to as were the old City Cemeral to the wants of its citizens! Among the many localities of interest pointed out to as were the old City Cemeral to the wants of its citizens! Among the many localities of interest pointed out to as were the old City Cemeral to the man of the city were content and that the old sign which he used to have been built by Benedict Amond, of intamous memory. Here it is said he lived, and, for a t

The men then busied themselves in various ways till 5 The men then busies themselves in various ways in y o'clock, when the Frankin Engine Co. of New Haven, headed by Dodworth's Band, came to the pier and escorted the New Torkers to the city. In State at Mutual Hook and Ladder Co., No. 1, were very kindly entertained by Mrs. Collins and her daughters, for which they return her

By this time the streets of the quiet City of Elms were pretty well crowded by the vast influx of visitors. The various conveyances were busily engaged in bringing a large numbers of visitors from all parts of the country round. I observed a very respectable representation from the New York Fire Department, irrespective of the Companies, who came as invited guests. The weather was

charming; not a cloud obscured the firmament, and the faces of the townsfolk and their visitors were not less piessant. I shrewdly suspect that a similar occasion to New York would have raised no little dust and bile in the parti-ipan's. Perhaps the shades had som-thing to do with the neater.

At 101 o'clock the line of Procession was formed in order, in the Park, the right resting on Temple st. The ar-

rangements were under the control of CHAS. A. NETTLETON, Chief Engineer

CHAS A NETFLETON Chief Engineer, and his Assistants,
Thus, C. Retlats, Amos Thomas.
Thus, C. Retlats, Gro. W. Jones,
Chas. W. Asses, J. Woodburger, To.
Who performed their ardious tesk in a creditable manner.
The line certainly presented a very fine, almost gorgeons, appearance. The variety and spiencer of the costumes, the glitter of the machinery, the charms of the music, the beauty of the day, the pressure of so many hoppy people, and the shaded green relief of the foxage, presented a picture that may be imagined, but not easily described. A seene that is but seldem presented and always remembered. The Procession was divided into six grand Divisions, each under the command of a Marshal.

ORDER OF PROCESSION.
FIRST DIVISION.
Chief Marshal.

This Company numbers 15 men; their dress is composed of a red cap and shirt and black pants, and present a fine appearance. The Company was preceded by a handsome banner, with the instription.

"Our motion Total Abstinence."

Our metto & India Alemana.

Sand.

Encine and Hose Carriage.

Annihilator Engine Company No. 5, of Hardord.

This Company contains is men. Their Engine was made by its foreman, and is a splendid production. It is beautifully veneered with rosewood, and inlaid with

mother of pearl.

Engine and Hose Carriage.

Engine Company, No. 1, containing 60 men, of Bridgeport.

This Company, carried a banner before them, on one 8 de of which was a painting of the discovery of America, and

This Company carried a brainer before them, on one state of which was a painting of the discovery of America, and the quotation.

No pearup thes contracts our powers;

en the reverse a fire representation of a fireman rescuing children from the thames, and the motto.

When duty calls we strive to company wrought in small red flowers, in impation of the Company wrought in small red flowers, in impation of rables. On the forward part of the Engine was seed as little boy to forement a continue, with a wreath of flowers around its har. The Hose cart was decorated by however, the fire was used as little boy to forement a continue, with a wreath of flowers around its har. The Hose cart was decorate to harmony with the E gine.

Reinder flowe Company, contaming 2 mon, No. 1 of Bridgeport.

Satina, Manie.

Guidford Engine Company, of Sandadad, contaming 6 mon, with Engine Company of Sandadad, contaming 6 mon, with Engine Company, No. 1, containing 6 flowers, with Engine Company, No. 1, or the providence.

This Company monitors for more than providence.

The capital contact, No. 2, or the dress is black parts red shirts with large 8 on the first class price for more than the strong and ordinary nerman a bat. The engine was built by Wolliam deffers, of Pawticket. This Company was built by Wolliam deffers, of Pawticket. This Company was built by Wolliam deffers, of Pawticket form eight that we in the first class price. For man, 5 ft Kennon, second forman, William Atalanon in him for more than the second for man william Atalanon in him for more than the second for man william Atalanon in him for more than the second for man william Atalanon in him for more than the second for man william Atalanon in him for more than the second for

Stork's Hand

Stork's Hand

Fountain Engine Company No. 7, of New-Haven, consisting of
Sixty Mon.
Engine and Hose Carriage.

This engine was countriedly decorated with flowers; it

bore the inscription:

"In Peace, Firemen; if invaded, Soldiers,"

Eagle Hose Company, of New theren, consisting, of 13 Men.

Band.

Protection Engine Company No. 2, of Waterbury, containing 55 Men.

The unitorm of this Company was real caps relieved with black, red shirts, the fronts of which were turned back and faced with black velvet, ornamented with large silver stars, in terminal with slight large.

and trimmed with silver lace.

Figure decorated with wreaths and boquets.
Hose Carriage, manned with 18 Men.
Marini Music.

Hercules Engine Co. No. 8, of Farmarco, with 31 Men and Engine.
This Company was gressed in Continental cooked hats breeches, & C. and presented a noique appearance. Forey carried a banner with a picture of Hercules conquering an example and the inscriptions.

enemy, and the inecripton:

"Ever Ready, Ever Wolling."

Engine. drawn by four gray Horse.

Empire Engine Company No. 9, of Fairhaven, containing 50 Men.

Band.

Red Jacket Engine Company No. 10, of Williamsburgh, containing 50 Men.

Brity Men.

This Company presented a very fine appearance, and their Engine was neatly decerated.

Niegara Engine Company No. 1, with 50 men, from New-Britain.

Histo Division.

Marabla.

Rehief Engine Co. No. 5, New-Haven, 50 men. Engine and Hose Springhen Band.

Niegara Engine Co. No. 1, of Springfield.

This Company contained 70 men and was called the crack Company of the State. The Engine is a very large and powerful one, and was drawn by four brown horses of the same color, and in the same order, the heats of the same color, and in the same order, the heats of the

gle file. The Hose Carriage was drawn by two horses of the same color, and in the same order, the heads of the horses were decorated with splendind crimson plannes, and their whole turn out was a very oredisable one.

Torrest Fagne Co., No. 2, Cincopes, 50 mes.

Their uniform was blue turned up with red.

Engine and Hose Carriage.

Aurital slower.

Quinniplesk Enging Co. No. 1 Fair Haven, consisting of 60 meo. Their uniform was red turned over with blue, and transit shall were lace.

th silver lace.
Engine and Hose Carriage.
Band Phonix Engine Co., No. 1, of Waterbury, consisting of 72 mass.

Engine and Hose Carriage.

Frankin Engine No. 4, of New-Haren, consists of 55 men.
The Engine and Hose were both placed upon a car, and drawn by six grey horses.

Hartherd Band.

drawn by six grey horses

Hartfield Band.

Neptune Engine Company No. 2. of Hirtford, consists of 58 men.

This was a very fine addist: the Engine had a beautiful green bower, on the front, beneath which was seated a little boy, in finemen's dress, with white hat red shirt, and white lace facings, and a trumper in hand.

Southwark Engine Company No. 26 of New-York, with 30 men.

John Bows, Forenan.

This Company presented a none appearance, and attracted much admiration, their motto is "Nemper Paratus."

Adams's Cornet Band.

New-York Hose Company No. 50 dears, York, 58 men.

J. F. Wennan, Southwark Fred and variable up their truck, till it was gleaming in silver and variable up their truck, till it was gleaming in silver and variable up their truck, till it was gleaming in silver and variable up their truck, till it was gleaming in the confields Band.

Mutual Hook and Ladder No. 1, of New-York.

This Company turned out in spienoid style and were much admired. Their apparatus was entirely novel, there teing no other of the kind in the procession. Its neatness formed a striking contrast to many of the gaudy affairs present, while the neatness of the members dress was in legmony therewith. The Company numbered 40 men.

N. I. Farnham, foreman.

FIFTH DIVISION.

Marshai.

Marial Magic.

inguiony therewith. The Company numbered 40 men.

N. L. Farnham, foreman.

Pitth Division.

Marnat.

Marnat.

Marnat.

Marnat.

Phoenix Engine Company, New-Haven, No. 5, 56 mea.

The engine was finely geocrated with flowers, and had a little boy in front in direments continue.

Hase Carriage.

Excelsior Engine, No. 5, 8 Endgeport, 60 men.

Engine and Hose Carriage.

Excelsior Engine Company, No. 1, of Meriden, with 42 men.

Engine and Hose Carriage.

Partic Engine Company, No. 2, of Midlesowa, with 42 men.

Partic Engine Company, No. 2, of Midlesowa, with 42 men.

Dengines Engine Company, No. 4, Midlesowa, 31 men.

—A very fine company, No. 4, Midlesowa, 31 men.

Engine Engine Company, No. 6, of New Haven, 60 men.

The Company bore a banner before them on which was represented Neptune in his Sex Car. Outler reverse, a fire with company playing on it, and the motto,

"Featless of danger, se by to the resone,"

and a splendid engine carawn by aix groy horses decorated with national dass.

Colline like Engine Company, No. 1, Collinsville, 72 men.

The men wore white pants, and red shirts with black velvet facings, ornamented with silver stars. The foremen were rich black velvet jackets, with aliver lace trimmings.

Beiner Engine Company of New-London, 69 men.

Nanesan Engine independent Company, 31 men.

Blue dress, white edgings; speciated engine, also blue of drawn by four grey horses. Motte.

"Let those bear the pains who have won it."

Westengton Engine Company No. 8, of New-London, 62 men.

Alexany selections we grey on in semily of heart we extend the hand of friencistic and selection we pare.

A hearty welcome we grey on in semily of heart we extend the hand of friencistic and a serother we pare.

A hearty welcome we give you; in anny of heart we calcul the hand of frienciship, and as brothers we part."

The companies passed through the Park, and opposite the Tourne they were reviewed by Mayor Skinner and the Common Council, and then took the following

route:

Temple at up Temple at, out Whitney at it Sachem's fane, through Sachem's sane to Harbone at a down fillhouse ext to Grove, up Grove to Callege, down Lotley to Zhin, up Elin to York down Loth to Callege to Zhin, up Elin to York down Loth to cater, up State to Cheeve the United South Charels to George South Google to extend the State to Cheeve the State to Cheeve, up to the part to Diver, up Olive to State, down State to Chapel, up Cheeve to the send gate of the Fack.

In passing through this route the Companies were received with load acclamations from large numbers of both sens, who not only crowled the afreets but the windows and balconies also. Along the line of route were several

The forecast were a large silver couver modal, which Washington were wise crossing the Delaware. "Where Liberry during there is my country." One 12, 1602, and a serpent in the center. The Combany take their same from the set agreement to the liberry in the setting for the Couper, at Garper was, a revision or the Handah, in setting the to the Couper, at Garper was, a revision or the Handah, in setting the the Couper, at Garper was, a revision or River, 19th October, 1771.

"Welcome Firemen all."

Arrived at the Park, they proceeded to the tent that had been prepared for them, and had an excellent
DISSAR.

The dinner was laid in a large marques, capable of seating two thousand five hundred persons. The tent is the property of the students of Old Yale, and lent by them to the Fire Department. The space was laid with 15 long tables, running the length of the tent, and one cross-table at the head. The appearance of the whole was very offective when seen before the dinner; and fire the whole company had seated themselves it was a most interesting sight. A bountiful supply of the good things of life were apprad, under the direction of Chauncey A. Dickerman and L. A. Dickersen. The Mayor, Common Council, and other distinguished personages led the way and seated themselves at the head of the table. The chair was taken by Rev. W. T. Eustis, supported by Mayor Skinner and Judge Foster. The various Companies then camer in addicted the tables and notwithstanding the large accommodations, above five hundred firemen could not find places at the table. Grace was said by the Rev. President, after which the Company set to with a will. After doing good justice to the dinner, which was on purely temperance principles, the firemen set out to get their engines ready for the

Stream No. VII., 16 feet, Annihistor, Hartised.

Stream No. VIII., 19 feet, Annihistor, Hartised.

Stream No. 12, 127 feet, Promix, Wassinery.

Stream No. XI, 127 feet, Protection, Wassinery.

Stream No. XI, 163 feet, Inose burs, Cauract, Meridan.

Stream No. XII., 128 feet, Empire, Bridgaport.

Stream No. XII., 128 feet, Nogtone, Hartistor.

Stream No. XIV., 127 feet, (hose burs.) Torrent, Chicopse Falls.

As the trial proceeded, deals am, cheers met the slight
st advantage which any of the competitors might gain.

At the close, the judges awarded the first prize to Gaspee

Company, of Providence; the second to Niagara Compaty, of New Britain.

The affair was one of the most imposing kind, and pro
bly never before have the good citizens of New-Haven

been so excited and astonished as on that day, and I ven ture to say that the "oldest inhabitant" will someday speak

of it as the day in the history of New Haven.

If appears that through some mistake, the Chief Engineer caused the members of Southwark Company to play through a greater length of hose than the other Companies did. And a number of members assert that the hose of the Gaspee Company was 60 feet shorter than was thek own. They say that they ascertained this from observing the two lengths of hose, as they lay side by side, leading

from the tank whence they both obtained their water.

In consideration of this, and the fact that a hight of 175 feet is no very extraordinary feat for the Southwark Engine to

throw a stream, the members were somewhat dissatisfied with the result of their trial.

The city was relieved of some of its visitors in the evening, although a large proportion remained. The New-Yorkers dispersed themselves through the city, and amused hemselves in various ways; but, in no instance that I am aware of, did they transcend the bounds of good order and

On Saturday morning, the members of Mutual Hook and Ladder No. 1 were waited on by their hosts, the members of Franklin Engine Company No. 4, of New-Haven, and by them escorted to their Engine House, where a spisodic

enter ainment was prepared for them. Here they enjoyed themselves till the time of departure came. enter-ainment was prepared for them. Here they shiply themselves till the time of departure came.

Meanwhile the members of Southwark Engine Company, No. 38, were busy in the Park, demoustrating to the New-Havenites that they could do something when they tried. They put on 430 feet of hose, and played a 7 8th stream four or five feet above the cap, within the required time, and kept a stream on the cap for some 2 or 19 seconds after that hose burst. The fremen assembled greeted this domostration of the capabilities of the New-Yorkers with tremendous shouts of applause.

The Chief Engineer, Mr. Neitleton, has promised to consult with his assistants, and settle the matter to the satisfaction of all parties, if possible.

The following letter was received by the foreman of No. 32 on the morning of Saturday:

"New-Haves, July 23, 1853."

Date Sir: In order that the misunder-tanding yester-

The following letter was received by the foreshale v. vol. 22 on the morning of Saturday.

"New Haves, July 23, 1253.

"Dear Sir: In order that the misunder-tanding yesterday, in relation to the length of hose you had attached to your engine may be satisfactory to you. I, as a member of the Fire Department of New Haven, made the following proposition, viz., if you are satisfied that you had five hundred feet of hose attached to your machine at the trial yesterday, I will be gravided, as well as the Fire Department generally, to have you make another trial in the course of the day, agreeably to the arrangements published by the Committee July 6, which read as follows: "Each "machine shall play through four hundred and fifty feet of "hose, up the Liberty pole, one minute only." "If the "hose, up the Liberty pole, one minute only." "If the "hose, up the Liberty pole, one minute only." "If the "hose bursts, it shall be the misfortane of the Company "playing, as there will be but one trial." If your engine, in the opinion of the judges, excel in hight the first olars engine to which the prize was awarded yesterday, I will present to you, in behalf of your Company, a gobiet and salver of the same style and value prepared by the Committee for the competitors yesterday; this proposition is not intended as a challenge, but is extended to you by the undersigned that you and your noble Company, which you have the honor to command, may be assured that no unfairness was intended by the Committee of Arrangements, and that you may yourselves not regret your visit to our city. With sentiments of respect, I subscribe myself very respectfully yours.

Charles W. Alles, Amenber of the New Haven Fire Department.

To J. Botts, Esq. Foreman Southwark Engine Company, No. 3c, New York.

This offer was not accepted, as the honor, and not the trinkets, was what the New York Companies having been

At 12 o'clock the New York or Saw York.

At 12 o'clock the New York Companies having been wished good bye in the usual Fireman's style—i. e. the exchange of hats, belts, &c., which are usually treasured up in the Bunk Room as mementos—the Massachusetts set out on her return for New York. The intervening time was spent in the usual happy manner, and by 6 P. M. the Massachusetts was made fast at Pier No. 2, North River.

After answering the questions of supercons agricus After answering the questions of numerous agricus friends, and getting their apparatus ashore, the companies formed in order, headed by their respective bands, and with a banner on the frent of Southwark Engine inscribed

"New-York Victorious-I. 5, 31." The procession moved to the house of Hose No 5, and less

The procession moved to the house of Hose No 5, and left them with the usual honors; they then returned to the house of Hook and Ladder Company No. 1, where the same ceremony was gone through. The Southwark Com-pany then proceeded to their engine-house. While passing through the streets the procession was often loudly cheer-ed, and attracted crowds of observers. In the evening the members of No. 1 partock of an ex-cellent collation, at the "Tes Koom," at the invitation of its procedurers.

its proprietors. In the course of the evening a meeting of the members of the Southwark company was called, and a resolution of the Southwark company was caused and a resonance urachmonally adopted challenging those companies to whom the perme were given at the slow flavour contest to a trial at any time and place they may choose for the sum of 31,000 or \$5,000. All were gratified with their trip, and high in their praise of the Fire Department of New-Bayon for their hindness while in the city.